

THE INDEPENDENT.

VOL. VI.

HONOLULU, H. I., TUESDAY, APRIL 26, 1898.

No. 876

Oceanic Steamship Company.

TIME TABLE:

The Fine Passenger Steamers of This Line Will Arrive and Leave This Port as Hereunder.

FROM SAN FRANCISCO: FOR SAN FRANCISCO:

ALAMEDA.....	APRIL 27	MARIPOSA.....	APRIL 28
ZEALANDIA.....	MAY 11	ZEALANDIA.....	MAY 17
MARIPOSA.....	MAY 25	MOANA.....	MAY 26

In connection with the sailing of the above steamers, the Agents are prepared to issue, to intending passengers, coupon through tickets by any railroad from San Francisco, to all points in the United States, and from New York by any steamship line to all European ports.

For further particulars apply to

Wm. G. Irwin & Co.

LIMITED

General Agents Oceanic S. S. Company.

PACIFIC HARDWARE CO., LTD.

NEW GOODS JUST RECEIVED

— THE NEW —

Improved Planters Hoe

Solid Cast Steel—Eye and Blade Forged Entire.

CYCLONE WIND MILLS, PUMPS, ETC.,
HOWE'S PLATFORM AND COUNTER SCALES,
NORTON'S BALL BEARING JACK SCREWS,
PLOW IN LARGE VARIETY,
VISES, PIPE CUTTERS AND WRENCHES.

VACUUM OILS.

The Standard of Merit.

Universal Stoves and Ranges,

PAINT, WALL & WHITEWASH BRUSHES, CALIFORNIA LAWN SPRINKLERS.

A Large Assortment of General Hardware.

Theo. H. Davies & Co., L'd

SUGAR FACTORS,

— IMPORTERS OF —

General Merchandise

— AND —

COMMISSION MERCHANTS

Agents for Lloyds,

Canadian-Australian Steamship Line,

British & Foreign Marine Insurance Co.,

Northern Assurance Co. (Fire and Life),

Canadian Pacific Railway Co.,

Pioneer Line of Packets from Liverpool.

TELEPHONE 92.

P. O. Box 145.

H. E. McINTYRE & BRO.,

EAST CORNER FORT & KING STS.

IMPORTERS AND DEALERS IN

Groceries, Provisions and Feed

New and Fresh Goods received by every packet from California, Eastern States and European Markets.

Standard Grade of Canned Vegetables, Fruits and Fish.

Goods delivered to any part of the City
ISLAND TRADE SOLICITED SATISFACTION GUARANTEED

Wharfage Matters.

The Minister of Finance has presented the following answers to questions propounded by Rep. Robertson:

1. "I have no official knowledge or otherwise, of any wharfage collected, from vessels other than two cents per registered ton, at which rate collections have been made since 1857, but for which neither law nor authoritative published official regulations exist other than tariff and digest issued under my instructions as Minister of Finance in 1893.

"Further, I have no knowledge that such vessels or their agents make large profits out of Government wharves.

2. "In answer to the question 'should not the Government be entitled to receive all wharfage paid by consignees?' I would state that such is not my opinion unless the Government has control over all agreements to carry freight, between the carrier and importer.

"The Provisional Government by an act authorized the Executive to enter into certain contracts remitting wharfage, under certain conditions, for the carrying of mails free and limiting the charges for freight and passengers, but I do not consider that this would relieve the importer from paying wharfage to the agents of vessels.

"In answer to the question 'Please state whether any Government officer has authority over the manner of use of the wharves of Honolulu, or over the manner of handling or disposition of freight landed on said wharves,' I would respectfully refer to the following extracts from the Penal and Civil laws of 1897:

"Sec. 348 p. 149, P. L. 1897. Secs. 1124-37, p. 366-9, P. L. 1897. Secs. 1247-50, p. 401-2, P. L. 1897. Sec. 506, p. 223, C. L. 1897.

"Further, the Surveyor of Customs is required for Customs purposes to control the handling of freight, the great difficulty being the failure of legal provision to compel the clearing of wharves within a reasonable time; many importers using the wharves, as 'store-houses, for, in some cases, weeks after the wharves should have been cleared to allow the landing of new freights.

"I take this opportunity of making the following suggestions recommended to me by Collector-General McStocker:

"First—That the Harbormaster as now, assign vessels to their berths, and exercise as now, supervision as to her unloading so far as the carrying capacity of the wharf goes.

"Second—Being assigned to a berth that a vessel cannot be moved until her cargo is discharged.

"Third—That a Customs Inspector being prepared to report on cargo that the Surveyor, after giving reasonable time for removal of cargo, be authorized to compulsorily remove all not removed at expense of consignee.

"The above, if faithfully carried out, will to some degree, remove the present irritation from lack of wharf room."

The Newspapers of New York.

Occasionally varying statements are made as to the circulation or want of circulation of the best-known New York daily papers. Here are some figures that can be relied on: The New York journals which lead in point of circulation are the "World" and the "Journal," which have an average daily sale of about 250,000 each. Next comes the "Herald," an average daily sale of 125,000, (not including the "Evening Telegram," an evening edition of the "Herald"); the "Evening News" essentially a working man's paper, sells from 100,000 to 110,000 daily. The "Sun" has no reliable cir-

culation; occasionally it is large, then dwindles to absurdly low figures; its circulation is as unreliable as its politics; it is essentially a mercenary sheet; its sale at the present time is about 50,000, but the average is far less.

The "Tribune," "Times," "Post," and "Mail and Express" are papers superior in character to any above mentioned; they are papers guided by principle, journals of opinion and comment, and keep their columns largely free from the gossip of the brothel, in which the first-mentioned sheets usually quite delightedly revel. The "Tribune" sells daily 25,000, the "Evening Post" 20,000, the "Time" 15,000, and the "Mail and Express" 8,000 per day. The New York "Herald" takes first rank as the leading journal of the United States just as decided as the "Times" is the leading journal of the United Kingdom, but the "Tribune," the "Times" and "Post" are very influential; they are papers of character and good repute; they are content to record news, and do not either make or fake news. And in journalism as in everything else character both wins and pays. The enterprising sheet that employs a reporter to commit a murder in order that it may get ahead in reporting the deed, will perhaps have an ephemeral notoriety, but decent people will not want such enterprise all along. Thus it is that in New York the papers of repute are growing in power and circulation, while the papers with no character to lose are gradually losing their circulation.—Daily News Advertiser, Vancouver.

Great Britain and the United States.

Sir J. Fergusson (Manchester, N. E.) asked the Under-Secretary of States for Foreign Affairs whether he had any information to the effect that the Foreign Relations Committee of the United States Senate, in its report upon the proposed annexation of Hawaii, alleges that, if Great Britain is not industriously and openly engaged in fomenting this concerted movement for the destruction of the Republic and the restoration of the Monarchy on its ruins, her agents and the Princess, her protegee, are kept conveniently near at hand to fasten her power upon the islands when a pretext arises for protecting the lives and property of British subjects in Hawaii; and whether there is any truth in these allegations against her Majesty's Government.

Mr. Curzon—I have seen a statement in the Press to the effect that the report of the Foreign Relations Committee of the American Senate does contain the allegation mentioned in the question of my right hon. friend. I do not know whether this report is authentic; but if it be so I have to say that there is no truth whatsoever in the allegation.

Mr. Davitt (Mayo, S.)—I wish to ask whether it is a fact that strong opposition was voiced in this House last Session by a member on the opposite side of the House against the acquisition of those islands by the United States.

The speaker.—Order, order. The hon. member must give notice of that question.—Parliamentary Ports London Times.

Cheerily, Oh! The Anchor's Weighed.

Two of the most popular men in town have been installed in the renowned Anchor Saloon. Mr. Carlisle has taken the managerial helm as captain, and Charley Andrews has shipped as first mate. With such a crew the wants of every passenger will be carefully and properly attended to, and only the very best class of refreshments will be served to them in the most affable and cordial manner.

For straight and soft merry beverages one should call at the Cosmopolitan Saloon, where the finest of Pabst Milwaukee and bottled goods are served by George Cavanaugh.

Wilder's Steamship Co.

TIME TABLE.

C. L. WIGHT, Pres. S. B. ROSE, Sec.
Capt. J. A. KING, Port Supt.

Stmr. KINAU,

CLARKE, Commander.

Will leave Honolulu at 10 A. M. touching at Lahaina, Maui, Kona, Hilo, and Makena the same day; Mahukona, Kawaihewa and Laupahoehoe the following day; arriving at Hilo the same afternoon.

LEAVES HONOLULU. ARRIVES HONOLULU.

Friday.....	Apr 29	Wednesday....	Apr 27
Tuesday.....	May 10	Saturday.....	May 7
*Friday.....	May 20	*Wednesday....	May 18
Tuesday.....	May 31	Saturday.....	May 28
Thursday.....	June 9	Wednesday....	June 8
*Tuesday.....	June 21	Saturday.....	June 18
Friday.....	July 1	Wednesday....	June 29
Tuesday.....	July 22	Saturday.....	July 9
*Friday.....	July 22	*Wednesday....	July 20
Tuesday.....	Aug 2	Saturday.....	July 30
Friday.....	Aug 12	Wednesday....	Aug 10
*Tuesday.....	Aug 23	*Saturday.....	Aug 20
Friday.....	Sept 2	Wednesday....	Aug 31
*Tuesday.....	Sept 13	*Saturday.....	Sept 10
Friday.....	Sept 24	Wednesday....	Sept 21

Returning will leave Hilo at 8 o'clock A. M., touching at Laupahoehoe, Mahukona and Kawaihewa same day; Makena, Maui, and Lahaina the following day; arriving at Honolulu the afternoon of Wednesday and Saturday.

* Will call at Ponoiki, Puna, on trips marked *.

* No Freight will be received after 8 A. M. on day of sailing.

The popular route to the Volcano is via Hilo. A good carriage road the entire distance. Round trip tickets, covering all expenses, \$50.00.

Stmr. CLAUDINE

CAMERON, Commander.

Will leave Honolulu Tuesdays at 5 P. M. touching at Kahului, Hana, Hanalei and Kapaeha, Maui. Returning arrives at Honolulu Sunday mornings.

Will call at Nuu, Kaupo, once each month.

* No Freight will be received after 4 P. M. on day of sailing.

This Company will reserve the right of making changes in the time of departure and arrival of its Steamers without notice and it will not be responsible for any consequences arising therefrom.

Consignees must be at the Landings to receive their freight; this Company will not hold itself responsible for freight after it has been landed.

Live Stock received only at owner's risk. This Company will not be responsible for money or valuables of passengers unless placed in the care of Purser.

* Passengers are requested to purchase tickets before embarking. Those failing to do so will be subject to an additional charge of twenty-five per cent.

* Packages containing personal effects, whether shipped as baggage or freight, if the contents thereof exceed \$100 in value, must have the value thereof plainly stated and marked, and the Company will not hold itself liable for any loss or damage in excess of this sum except the goods be shipped under a special contract.

* All employees of the Company are forbidden to receive freight, without delivering a shipping receipt therefor in the form prescribed by the Company and which may be seen by shippers upon application to the purser of the Company's steamers.

Shippers are notified that if freight is shipped without such receipt, it will be solely at the risk of the shipper.

CLAUS SPRECKELS. * WM. G. IRWIN.

Claus Spreckels & Co.,

BANKERS.

HONOLULU

San Francisco Agents—THE NEVADA BANK OF SAN FRANCISCO.

DRAW EXCHANGE ON

SAN FRANCISCO—The Nevada Bank of San Francisco.

LONDON—The Union Bank of London Ltd.

NEW YORK—American Exchange National Bank.

CHICAGO—Merchants National Bank.

PARIS—Comptoir National d'Escompte de Paris.

BERLIN—Dresdner Bank.

HONG KONG AND YOKOHAMA—Hong Kong & Shanghai Banking Corporation.

NEW ZEALAND AND AUSTRALIA—Bank of New Zealand.

VICTORIA AND VANCOUVER—Bank of British North America.

Transact a General Banking and Exchange Business.

Deposits Received. Loans made on Approved Security. Commercial and Travelers Credit Issued. Bills of Exchange bought and sold.

Collections Promptly Accounted For